

ACROSS ^{the} ISLANDS • BEYOND •

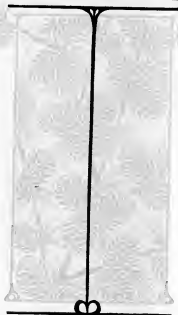


RUTLAND
RAILROAD



ILLUSTRATED
SUMMER
BOOK

Descriptive of the
ISLANDS and SHORES of
LAKE CHAMPLAIN
AND BEYOND



Rutland Railroad

1911

ACROSS THE ISLANDS

AND A LAND OF UNENDING CHARMS



Vermont and Vacation—green mountains and rest—
Then away to the North thro' the Isles of the Blest.

BOW AND
ARROW
POINT



So it goes with a summer tour over THE RUTLAND RAILROAD—first the peaceful and fertile valleys, then the cloud-kissing, inspiring hills, with laughing lakes and joyous rivers scattered in between, and finally that marvelous journey across the steel-linked islands of Champlain into that romantic Beyond, where the soft-voiced *habitant* tills his narrow farm, where the spires of great cities lift their golden crosses heavenward, and where the silent descendants of Hiawatha and old Nokomis still wander in the yet somber forest aisles.



A wonderful summer playground is Vermont, and the loveliest of its scenery is that through which the fast express trains of THE RUTLAND RAILROAD wing their flight, bearing their eager vacation throngs from the sweltering cities to breeze-swept mountains or the surf-washed shores of an inland sea.

Vermont was made for vacation purposes. In the mind of him who looks upon the handiwork of Nature as here revealed, there can be little doubt of this. To call it the "Green Mountain State" scarcely describes it. Its mountains are truly grand and satisfying, but it also has its charming vales, its limpid lakes, its winding rivers, its picturesque gorges, its fragrant forests, and, above all, its fruitful farm lands—all bidding a kindly welcome to the native and the stranger alike.

It is a country of contrasts, too—a land of maple sugar camps and golf courses, of marble quarries and historic shrines. Its lakes have alike the dark beauty of Dunmore and the frank cheerfulness of Hor-tonia. For the delights of camping, canoeing, botanizing, fishing, and even hunting, it offers boundless opportunities.

Its air is exhilarating and health giving. It is an Arcadia for the artist and the kodaker. Even in its winter aspect it is bewitching.

Vermont is a small state compared with some other members of the Union, but its possibilities as a holiday playground are limitless.

"It must be seen to be appreciated." It *should* be seen through the medium of its most picturesque highway—THE RUTLAND RAILROAD.

AN INVITING SUMMER PLAYGROUND



WITHIN the territory directly reached by THE RUTLAND RAILROAD there are some seventy-five different centers that are recognized summer resorts—some of them in New York State and Canada, but the majority in Vermont. They are of infinite variety and appeal to all classes of vacation seekers—those who are content with the homely life and fare of the five-dollar-a-week farmhouse and those who demand the fashionable hotel with its larger expenses and its social gayeties.

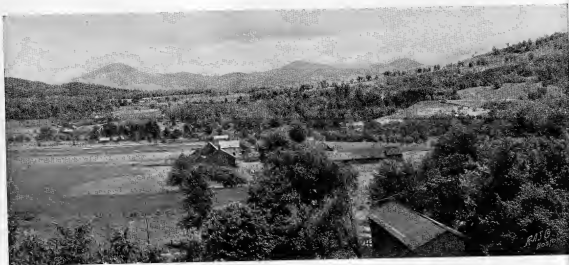
Every possible facility for reaching these resorts amid the mountains, within the valleys, and around the lake shores, is afforded by the management of THE RUTLAND RAILROAD. In the matter of transportation, the trinity of ideals toward which the company is always striving is represented by speed, comfort, and safety.

Not only are special excursion fares to all of these points offered to summer tourists, but liberal stop-over privileges are granted, and in every way possible the traveling public is made to feel that its interests are THE RUTLAND RAILROAD's interests.

The road is proud of the beautiful playground it is enabled to open up to the people who stand in greatest need of it, and it is particularly proud of that portion of it forming the remarkable archipelago in the northern part of Lake Champlain, between and through which its steel highway runs, making a railroad division unique in America.

It feels that Vermont is all that its admirers claim for it as a summer resting place, and that as the years roll on its place in the affections of the tourist public will grow more and more popular.

Even to him who utilizes THE RUTLAND RAILROAD merely as a means to an end in traveling from New York or some New England city to Canada, or the reverse, the trip cannot fail to be a source of pleasure and profit, for no one can take that wonderful ride over the "stepping stones" of Lake Champlain, behold the soft beauty of the distant Adirondacks, or be brought face to face with the rural charms of the Green Mountain State itself, without being strongly impressed by it all.



PITTSFORD
VALLEY

THE RUTLAND RAILROAD

FROM INDIAN TRAIL
TO PULLMAN ROUTE

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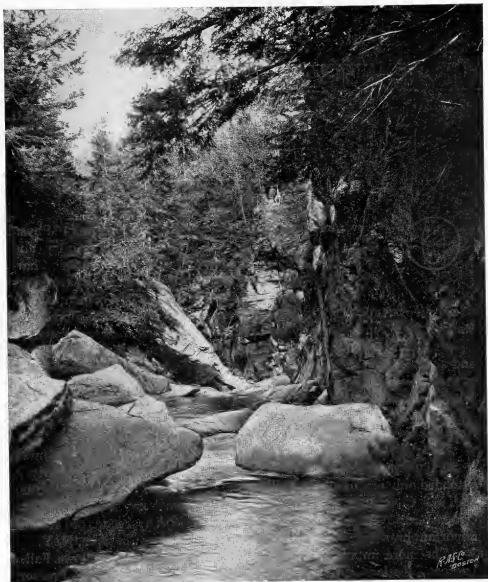
NE word only about THE RUTLAND RAILROAD itself. Physically, it is one of the finest railroads in the country, and as a scenic route it is without a peer in the East. Chartered in 1843, in the early morning of steam transportation, it was originally known as the Champlain & Connecticut Railroad. In 1847 it became the Rutland & Burlington Railroad, and on December 18, 1849, it was opened to actual travel.

It is a matter of official record that "a train of cars from the ocean and another from the lake, each freighted with stockholders and friends of this enterprise, met and exchanged congratulations in the rock excavation upon the Summit at Mount Holly" on that date.

In 1867, upon a reorganization of the company, the name of the road was again changed to the title which it has since retained.

The road has gradually expanded from its original length of 120 miles to the present great system of about 475 miles, and where formerly it extended only from Bellows Falls on the Connecticut River to Burlington on Lake Champlain, it now runs clear through from Bellows Falls to Ogdensburg on the west and Montreal on the north, and sends out several important branches, one of which runs as far south as Chatham, N. Y.

The more important centers reached by it include Bellows Falls, Ludlow, Rutland, Bennington, Manchester, Wallingford, Proctor,



CAVENDISH
GORGE

Brandon, Middlebury, Vergennes, Burlington, South Hero, Grand Isle, North Hero, Isle La Motte, and Alburgh in Vermont; Rouses Point, Chateaugay, Malone, Ogdensburg, Ticonderoga, Lebanon Springs, and Chatham in New York; and Montreal and St. John's in Quebec.

The road forms part of a most popular route between New York or Boston and Montreal, and for this through travel it furnishes an express train service that is not excelled by anything that runs in or out of New York or the New England metropolis.

A Well Worn Trail—It has been well said of THE RUTLAND RAILROAD that a trip over its line is a "continuous surprise." The main portion of its route has an important historical significance too, for in the first of its five stages it was an ancient trail of the Indians, and the entire territory through which it runs abounds in relics and legends of the red men.

Afterward it served as a primitive bridle path for the paleface successors of the aborigines; then it took on the dignity of a military highway—a la Porto Rico; next it became a turnpike and stage route; and, finally, part of the line of a great railroad.

In running through this lovely land of alternating pastures and forests, hills and valleys, THE RUTLAND RAILROAD surmounts some astonishing grades. The eastern terminus of its mountain division—Bellows Falls—is 282 feet above sea level, and in ascending the 34 miles to the summit, 1,527 feet above tidewater, the trains climb 985 feet.

From the summit to Rutland, which has an altitude of 562 feet, and which marks the western end of the mountain division, the descent is very abrupt, and the distance 19 miles.

Much of the line thus far follows the Black River Valley. From Rutland it runs northward along the Otter Creek Valley, and by the time it has reached Burlington, on the shores of Lake Champlain, it has dropped 456 feet and is not more than 100 feet above the level of the ocean.

There is no more romantic or picturesque section of the Green Mountains than that which THE RUTLAND RAILROAD thus traverses. Nearly every township it passes through has its local Indian traditions,



CLARENDON
GORGE

Even wild animal life enters into the daily drama that is being enacted there, and not only are deer frequently seen from the car windows, but they are sometimes so unfortunate as to get in the way of the train itself. He wrote with understanding who

its "Lover's Leap," its ice caves and bears' dens, its "Devil's Pulpits," its wild and terrifying gorges, its prehistoric waterways, abandoned gold mines, gigantic railroad "cuts," and mementoes of Ethan Allen, Burgoyne, and other Revolutionary notables and the stirring scenes they figured in.



HEART OF THE GORGE



said of this notable route: "Whether as a warpath of savages, or guide to the pioneer, or channel of commerce, the history of this highway is of absorbing interest."

The following pages present a brief synopsis of the more important places and features of interest along the line of this railroad.

Bellows Falls—It is at this widely known eastern terminus of THE RUTLAND RAILROAD, one of the country's most famous tourist and commercial gateways, that the passenger coming by this line gets his first introduction to Vermont and its delightful Green Mountains.

Situated on the beautiful Connecticut River, at one of its most picturesque points, in the southeast corner of the town of Rockingham, Bellows Falls (known originally as Fallstown and later as Great Falls) is a typical New England town of the best type. Its people possess, in no small degree, the spirit of enterprise and thrift which is a part of New England character. The manufacturing interests of the place, while not varied, are of importance, for here are established some of the greatest pulp and paper mills in the United States. If the press is the popular educator, then Bellows Falls, which turns out so many thousands of tons of white paper for the hungry printing machines of the country to devour, may be truly called a great factor in the intellectual advancement of the nation. Bellows Falls has three excellent hotels, many pretty and attractive homes, well-shaded streets, an excellent water supply, and, indeed, every advantage and attraction which make for the comfort and satisfaction of a community.

Historically, the village and the town of Rockingham hold much of interest for the visitor. The written records of the town date back to 1754, but long before that time hardy settlers had looked upon the land, to find it fair and inviting—and the fishing good. A notable event in American history which intimately concerns Rockingham, although the actual occurrence was in the neighboring town of Westminster, was the resistance that the freedom-loving inhabitants offered to the representatives of the English king more than a month before the Battle of Lexington. A collision between Whigs and Tories occurred at Westminster

March 12, 1775, being caused by the former's protest against the opening of the court. There was shed the first blood in the American Revolution, and William French, "shot by the hands of cruel ministerial tools of George ye 3d," became the first martyr to the cause of American liberty.

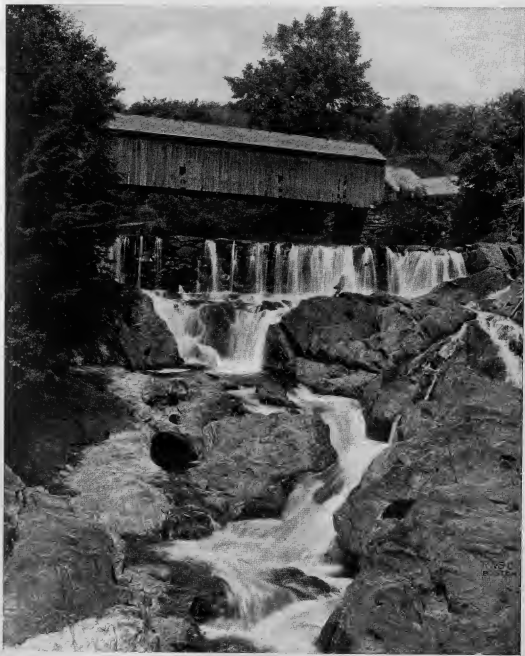
Besides Bellows Falls there are in the town of Rockingham four other but much smaller villages—Rockingham, Bartonsville, Cambridgeport, and Saxtons River. The two last-named villages nestle among the foothills of the Green Mountains and can be reached by stage and electric road from Bellows Falls.

Rockingham Village and Bartonsville—The villages of Rockingham and Bartonsville are both on the line of THE RUTLAND RAILROAD. At Bellows Falls the road begins the climb that carries it over the crest of the Green Mountains. Its course for some distance is along the Williams River and it is upon the bank of this stream that Rockingham village, with its old church (dating back to 1787) and its few scattered houses, is situated.

Four miles beyond is Bartonsville, a little hamlet which has never succeeded in rallying from the shock of the destruction of its mill dam in 1869.

To Chester and Beyond—Already the tourist has received a pleasing impression of Vermont scenery and has begun to realize what is in store for him. Between Rockingham and Bartonsville the railroad crosses the river at a considerable height and commands a fine view of a deep and yawning gorge known as Trembling Chasm, through which the stream rushes swiftly. Beyond Bartonsville the road passes through a fertile valley, at the very threshold of which is the charming village of Chester—one of the oldest towns in the State.

One who sees the town, even for the first time, can understand why Chester is so attractive to the summer visitor. It is the center of a beautiful country, and its drives to Wymans Falls, Grafton Gulf, Cavenish Gorge, Proctorsville Pass, Windham Mountain, Londonderry, Weston, Lowell Lake, Simonsville, and numerous other points in the neighborhood are full of interest. There are really three distinct



BROCKWAY FORGE NEAR BARTONVILLE

Chesters—Chester proper, Chester depot, and North Chester—and each is equally attractive, so that it is difficult to award the palm to any one. Chester was first chartered in 1754.

Lowell Lake, twelve miles from Chester, is an irregular sheet of water, one mile in length and half a mile wide, where delightful summer homes are maintained by city people. General Stark camped at Lowell Lake for a week while on his march to Bennington, where he was to win enduring fame, even though "Molly" Stark did not become a widow.

Gassetts, the next station beyond Chester, is also notable for beautiful drives and for good hunting and fishing. The most fascinating of all the drives is the two-hour trip to Springfield, Vt.

Cavendish and Baltimore—Only a short distance beyond, the road in the meantime steadily climbing and treating the traveler to frequent surprises in the form of new and pleasing views, is the small village of Cavendish, which boasts of a New Hampshire charter dating back to 1761. Cavendish has a busy woolen mill, a comfortable hotel, substantial houses and neatly kept streets. Its show place is Cavendish Gorge, once the outlet of a prehistoric lake, in the bed of which the village lies. This is one of Vermont's most interesting natural wonders.

It was in Cavendish that the first white child in Windham County was born, and it was here, in 1754, that one of the tragedies of pioneer days was enacted—when a band of Indians took captive the family of James Johnson and several other persons living in the vicinity.

Near Cavendish is Baltimore, boasting a dignified name, but one of the smallest if not the very smallest town in the State. It is exceedingly interesting and attractive in its own little way.

Proctorsville is the next station, only a mile beyond Cavendish. Here are located a large woolen mill and a cheese factory, both operated by water power. The attractive location of the village in the hollow between two mountains makes it well worthy a visit. Amsden, another pleasing village, is reached by stage from Proctorsville, and as there is excellent fishing all through this country its popularity with the anglers is great.

Ludlow and Healdville—The village of Ludlow, in the valley of the Black River, is fourteen miles northwest of Chester and four miles beyond Proctorsville. With the mountains rising abruptly in the background, the shaded streets and homelike cottages, the town presents a decidedly attractive appearance. For years Ludlow has been the summer home of many who have fallen captive to its alluring drives, bracing air, and manifold attractions. The town has two excellent hotels, providing for a large number of guests, well-equipped livery stables, several stores, churches, etc. All passenger trains stop at Ludlow, and during the sum-



LOOKING
TOWARD
LUDLOW
FROM THE
SOUTH

mer season the pretty little station on the heights is a scene of much activity. Among the most enjoyable drives are those to Proctorsville and Cavendish, down the old turnpike, and another to Tyson Furnace and its famous but not especially profitable gold mines, and Plymouth.

Just to the northward of Ludlow the railroad is built through a picturesque pass in the Green Mountains, 200 feet above the level of the west branch of the Black River. The next station beyond Ludlow is Healdville, 1,430 feet above tidewater. Healdville is in the wildest and,

in many ways, the most romantic section of the Green Mountains. In the neighboring forests an abundance of game is to be found, and even to this day trapping in that vicinity is a profitable vocation.

Across the Divide—Healdville can boast of an not inconsiderable altitude, but beyond that point the road continues the ascent until it reaches The Summit, 1,527 feet above the level of the sea. It is not an important station and fast trains do not stop there, but The Summit is noteworthy because it marks the "divide" between the eastern and western valleys. All the streams that the train has passed heretofore flow in a generally easterly and southerly direction, but beyond The Summit the flow is northward and westward into the Otter and, eventually, the Champlain valleys. The Summit, like Healdville, is an interesting place for the sportsman, owing to the excellent hunting and fishing in the neighborhood.

Three miles beyond The Summit is Mount Holly, another hamlet, notable for the beauty of its scenery. From this point one can see the Otter winding its way between the hills, while the green-clad summits of Mounts Killington, Pico, and Shrewsbury, besides numerous mountains and hills of lesser degree, are in plain view. The train now descends into the valley, and the wild landscape gives place to a succession of pastoral scenes which in their own way possess fully as much beauty.

East Wallingford—East Wallingford is three miles beyond Mount Holly and thirteen miles from Rutland. Sportsmen take a keen interest in this particular point because here is a famous feeding ground for woodcock; but for everybody with an eye for the beautiful in Nature the landscape holds sufficient attraction. A magnificent view of the Mill River is obtained from this point. Wallingford proper, which is on the Bennington division of the road, is but a few miles to the west, and near by are the famous White Rocks, a cliff of quartz that can be seen for miles, and the no less famous ice beds, so called because even in the hottest summer ice is to be found there.

Northam, a few miles back of East Wallingford, and in the mountains, boasts of trout streams peopled with a myriad of finny beauties.



BRACKWAY GORGE
BLACK RIVER VALLEY

Cuttingsville, the next station on the line, ten miles from Rutland, is still another attractive place for the fisherman. The town has a hotel and is much frequented by people who love it for its air of restfulness and quiet beauty. Two miles from Cuttingsville is Lake Shrewsbury, another famous place for trout, while other interesting places in the vicinity are Shrewsbury, North Shrewsbury, and Cold River, all of which are reached by stage from Cuttingsville.



CUTTINGS-
VILLE, VT.

The Clarendons—Clarendon seems to have been a pleasing name to the early settlers of this section, for it has been used in the nomenclature of three villages—two of which are on the main line of THE RUTLAND RAILROAD, while the third, Clarendon proper, is on the Bennington division. Of the two on the main line East Clarendon is the first reached by passengers from Boston and Bellows Falls, while North Clarendon is four miles farther on. The most conspicuous point of interest in the township, however, is Clarendon Gorge, through which the Mill River goes dashing, churning, and tumbling upon its way to the Otter.

It was in this neighborhood that the Green Mountain boys—Ethan and Ira Allen, Remember Baker, Seth Warner, and others—gained some of their fame. Upon at least one occasion court was held here by the determined advocates of the legality of "Hampshire" land titles, and that peculiar and painful penalty known as the "beech seal" was formally administered.

Rutland—After the train passes North Clarendon, it is but a few minutes before the housetops and church steeples of attractive and prosperous Rutland come into view. The first thing that impresses the stranger in Rutland is that the people of that city, notwithstanding their enterprise, which has elevated Rutland to the commercial and industrial rank of much larger towns, have insisted upon retaining the charms and attractions of foliage, lawn, and park-like effects despite their activities in business. To attain this end they have worked with a will to beautify a locality well favored by Nature. Rutland is a city of handsome homes, of wealth and refinement. Evidences of thrift and prosperity are everywhere seen, and the population, which according to the census of 1910 was 13,600 is constantly and rapidly increasing. There is plenty of room in which to grow, for at this point the Otter Valley is widest, and, appreciating this, the people have not huddled their houses together, but in building their homes have sought and secured plenty of "elbow room."

To the east of the city are numerous commanding peaks of the Green Mountains—Killington, Pico, Shrewsbury, East Mountain, Ball Mountain, and others—while on the west is the marble range. The elevation of the city is 562 feet above the level of the sea, sufficient to insure bracing air and the entire absence of malarial influences. Their pure and abundant water supply is something of which Rutland people have good reason to boast.

The drives in the vicinity of Rutland are highly picturesque and over excellent roads which add much to the pleasure. The most popular drives are those to the famous falls of Proctor and the town of Pittsford on the north; the mountains, especially Killington Peak, Woodstock, Lake Pico, and the Bridgewater gold mines on the east; the White



OTTER
VALLEY

Rocks of Wallingford and Clarendon Gorge on the south; and Castleton and Lake Bomoseen, Poultney and Lake St. Catherine, Clarendon Springs and Middletown Springs on the west. The summit of Killington Peak, 4,241 feet high, is one of the most magnificent points of vantage in all New England, and on a clear day a view for a hundred miles or more around can be had from it.

Lake Bomoseen is one of the most beautiful of Vermont lakes, and Lake St. Catherine, near Poultney, must be similarly catalogued. Both are popular summer resorts, as are also Clarendon Springs, eight miles west of Rutland, and Middletown Springs, a few miles farther on.



SUMMIT CUT
ALTITUDE,
1,527 FEET

Rutland is the railroad center of Vermont and the place for which THE RUTLAND RAILROAD was named. It is also the center of the marble-quarrying industry of the United States and even of the world, and is, therefore, appropriately called the "Marble City." Many thousands of dollars are invested in this industry in the vicinity, and as the marble ledges are apparently inexhaustible the prosperity of the city seems secure for years to come. Rutland has a number of modern hotels, and tourists are well taken care of. An electric railway extends through the city and to West Rutland, Castleton, Lake Bomoseen, Hydeville, Fair Haven and Poultney. The only State institution in the city is the House of Correction, which is situated on a commanding hill overlooking the town.

Up Through the Hills—After leaving Rutland and passing through adjacent Center Rutland, the next station on the road is Proctor. There is plenty of external evidence here that the marble industry is all-important, the town being the headquarters of the Vermont Marble Company. There has been lavish use of marble for building purposes, and for sidewalks and crosswalks of the village. The falls of the Otter,



LAKE
DUNMORE

within the town, furnish 2,000 horse-power to run the great mills and shops where the rough blocks of stone are cut and dressed.

Pittsford is four miles north of Proctor. The town's charms cannot be appreciated from the railroad, as the village is situated about a mile from the station on a hill overlooking the valley of the Otter. A mile southeast of Pittsford is a small but picturesque hamlet known as "The Mills." In the vicinity are the famous sand springs, from which comes the village water supply. Pittsford is constantly growing in popular favor as a summer resort. Among its most interesting drives is that to the Hubbardton battlefield, the scene of one of the first engagements in the Burgoyne campaign. During the Revolution two forts were built in Pittsford, and it was evidently regarded as possessing strategic value, but the only battle ever fought in the vicinity occurred several miles away.

The ice cave of Pittsford Gorge is one of the most interesting "sights" in the State. The gorge is three miles southeast of "The Mills" and extends between two mountains. The cave, which is of considerable extent and formerly very difficult of access, contains ice at all seasons of the year, and the tradition—largely discounted by posterity—is that in the old times the aborigines used it for refrigerating purposes and stored their venison and bear meat there.

Brandon and Lake Dunmore—A thriving town and one that is enticing in its loveliness is Brandon, the next station beyond Pittsford, and seven miles distant from the latter. Its level, well-kept streets, green lawns, and handsome park attest the public spirit and cultivation of its citizens. Brandon has two up-to-date hotels. Like most of its neighbors, the town possesses the age which means stability, having been chartered in 1761. While the village itself is attractive in every sense of the word, its surroundings have gained it its greatest reputation among city people. Brandon is the station for Lake Dunmore and Silver Lake—the two lovely Green Mountain *locks* whose praises have been so often sung by delighted visitors.

Lake Dunmore is eight miles from the village, and the drive thither possesses a bewitching charm. The lake is five miles in length and one



CASCADE, BRANDON, VERMONT